

The Seattle Daily

SEATTLE, WASHINGTON, TUESDAY, JULY 19, 1932.

Conveyor System at Ford Factory Attracts Visitors

In every six minutes, ten or eighty during the work night hours, come off the line of the Ford Motor branch plant at East Way and West Hudson and as fast as this is, it is said, for the plant has a capacity of 300 cars daily.

The plant operates may be by visitors, for it is open inspection every day this to and including Friday, 9 o'clock, as part of the

company's official opening program.

The factory is the last word in mass production, and a far cry from 1893 when Henry Ford succeeded in running his first automobile, a two-cylinder affair manufactured by himself in a small shop in the rear of his home in Detroit.

None of the 600 employees is pressed too quickly at work so as to impair quality, but the employees are on their toes every minute, finishing the jobs as they come by on the various conveyors.

The conveyor system is one of the most striking features of the plant. The visitors are shown, as they enter, the 750-foot unloading platform where the parts received from the main factory at Dearborn, Mich., are assorted and placed on the assembly lines. On the second floor is the body conveyor, where processes of welding, painting, baking and polishing are performed. It takes an average of four days to assemble the body of a car.

On the first floor is the chassis conveyor, the principal assembly line. Into this line run all the other conveyors, those carrying the wheels, motors, fenders, carburetors, steering apparatus, radiators, dash boards, bumpers, batteries, head lamps, etc.

It takes only an hour to run a car in the making on this line, and it is even given a gallon of oil so that it runs off the line on its own power.

Clean, well ventilated and illuminated both by artificial and natural light, the plant is so arranged that the least possible manual labor is done by the men. Many of the machines do an almost human performance and the various parts on the conveyors are so placed that the workmen hardly have to stoop.

VISITORS VIEW FORD ASSEMBLY AT OPEN HOUSE

Workmen Change Shifts So Guests Can See Whole Process Afternoons and Evenings at New Plant

Opened yesterday for public inspection, the \$3,000,000 Ford Motor Company branch factory at East Marginal Way and West Hudson Street that employs more than 600 men with a \$100,000 monthly payroll, is attracting thousands of visitors during the afternoons and evenings. Workmen have changed shifts, so that the public may witness the various processes of assembly from 2 to 9 o'clock today, tomorrow, Thursday and Friday.

The branch plant formally took its place in Pacific Northwest industry yesterday afternoon, when it was welcomed and lauded by Gov. Roland H. Hartley, Mayor John F. Dore and I. F. Dix, president of the Seattle Chamber of Commerce, at a luncheon program given in the commercial display room of the building for several hundred state and civic leaders and officials.

Signal Occasion, Says Spangler

"Opening of the plant is a signal occasion," said J. W. Spangler, chairman of the executive committee of the First National Bank, who gave the principal address. "As Mayor Dore said, it would be an important event under any circumstances, but in these times it takes on a new meaning. It is a monument to the vision and courage and confidence of Henry Ford. It is a concrete example of his faith in the Pacific Northwest. The most magnificent of all his industrial units, the new plant, to be constructed at this time, is one of the bright spots on our economic horizon."

Citing the fact that the plant has one of the largest payrolls in the city, Mayor Dore said its operation helped solve in some measure the local unemployment situation. With Thomas A. Edison, he ranked Henry Ford as one of the most important men in this century in transforming the social and industrial life.

In Seattle 25 Years

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Giant Locomotive On Display At Ford Celebration

One of the biggest passenger locomotives in use on the western division of the Union Pacific is on display alongside the new Ford Motor Company factory branch at East Marginal Way and West Hudson Street during open house week. Capable of a speed of 100 miles an hour, the giant engine is 90½ feet long and weighs 582,000 pounds. It is a combination coal and oil burner and is used exclusively in the mountain division. Other transcontinental railroads also have engines on display at the plant.

FMG Branch-Domestic-Scrapbook,
1932, Acc 1, Box 173, folder 16

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FMC Branch - Domestic - Scrapbook,
1932, Acc 1, Box 173, Folder 16

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H. H. Martin, representative of the Ford Company at Dearborn, Mich., responding for the company, recalled that the company had been established in Seattle for the past twenty-five years. He said the company spent more than \$1,000,000 in Seattle and the rest of the state last year, and he expressed the hope of greater employment for the plant in the near future.

J. C. Donnelly, branch manager, who presided, asserted the plant could have been held off until times got better, but that it was part of Henry Ford's \$80,000,000 expansion program, his challenge to economic conditions. Needs of the company, he said, could have been met easily in the old plant, where there yet remains more than \$600,000 worth of equipment.

Edsel Ford Sends Greetings

He read a telegram from Edsel B. Ford, who sent his greetings to the assembled guests and spoke of his confidence in Seattle and the Pacific Northwest.

After the opening ceremonies, the officials and business men, including Mayor Dore and Governor Hartley, were shown through the plant. The governor and the mayor were taken about in automobiles which had just come off the assembly line. Accompanying the governor were his secretary, Miss Amy Albright and Mrs. Samuel J. Humes, who represented her husband, state highway director, at the meeting. Mayor Dore was taken in a roadster driven by J. J. Hague, assistant plant manager.

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